

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4696. 號三廿月七年八十七百八千一英

HONGKONG, TUESDAY, JULY 23, 1878.

日四廿月六年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 6, Clement's Lane, Lombard Street, Gracechurch Street, 30, Cornhill, Gordon & Gotch, Leadenhall Street, 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.
PARIS AND EUROPE:—LEON DE ROSNY, 18, Rue Montmartre, Paris.
NEW YORK:—ANDREW WIND, 138, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally:—BANK & STACY, San Francisco.
SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.
CHINA:—MACAO, Messrs A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Hongkong, HEPBURN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SARSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. B. BELLION, Esq. ADAM LIND, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINERS, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EMMET CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HARRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BOWBOW, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE.

120, Broadway, New York.

Assets, \$31,700,000.
Surplus, \$5,600,000.

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates and upon terms very favourable to the assured.
For full information and particulars, apply to

OLYBEANT & Co., Agents.

Hongkong, January 21, 1878.

For Sale.

FOR SALE.

EX LATE ARRIVALS.

CHUBB'S CASH and DEED BOXES.
RODGER & Sons' Celebrated CUT-LEAF MAPS.
GENTS' DRESSING CASES.
WATERLOO & DE LA RUE'S STATIONERY.
BILLIARD CLOTHS, and BILLIARD CHALK.
BILLIARD CUE CEMENT and TIPS.
TABLE GLASSWARE & CROCKERY.
BRUSHWARE of all kinds.
ALBUMS.

NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, &c.

FINE KENT HOPS.
MALT.
CARBOLIC ACID.
CAUSTIC SODA.
CHLORIDE OF LIME.

CROSSE & BLACKWELL'S CELEBRATED HOUSEHOLD STORES.

California SODA CRACKERS.
Family PIG PORK in kegs.
Family MESS BEEF in kegs.
Compressed CORNED BEEF.
Compressed OX TONGUES.
Compressed HAM.
BARCELONA and PEA NUTS, &c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY, NOYEAU, and JUICE.
French JAMS and JELLIES.
"O. K." BOURBON WHISKEY (Bottled by L. A. & Co.)
BASS'S ALE, in pints and qts., Bottled by Cameron and Saunders.
GUINNESS'S STOUT, in pints and qts., Bottled by E. & J. Burke.
BARCLAY & PERKINS' PORTER, in Kilderkins and Hhds.
CLARET, in Cask.
&c., &c., &c.

LAMBERT, ATKINSON & CO.

Hongkong, July 19, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves.)
CUT LOAF SUGAR.
CUBE SUGAR (Lyle's Patent).
CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 IIII.
FINE WHITE SUGAR, mark C. S. R. (in diamond) 4 IIII.
MEDIUM WHITE SUGAR, mark C. S. R. (in diamond) 4 II.
FINE YELLOW SUGAR, mark C. S. R. (in diamond) 4 II.
COFFEE SUGAR, mark C. S. R. (in diamond) 4 I.
GOLDEN SYRUP, SYRUP, and MOLASSES.
SPIRITS OF WINE and LAMP SPIRIT.
RUM, 45°, 50°, O. P., and Naval.
ANIMAL CHARCOAL and DUST.
AMMONIACAL LIQUOR, from Bones.
BONE TAR (a preventive of white ants).
ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to THE MANAGER, CHINA SUGAR REFINING Co., LIMITED, East Point, Hongkong.
March 5, 1878.

FOR SALE.

TWO AMERICAN and One ENGLISH Second-hand BILLIARD TABLES, with BALLS, CUES, LAMPS, &c., Complete.
Apply to

D. NOWROJEE,

Hongkong Hotel.

Hongkong, July 11, 1878.

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.
Apply to

GAS COMPANY,

West Point.

Hongkong, June 19, 1878.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN HERR, Ph.D. Tubingen.
Price: FIVE DOLLARS, or TWO DOLLARS and a HALF per Part.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WATSON, Shanghai.
Hongkong, March 1, 1878.

For Sale.

FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.
CARBOLIC ACID, the best disinfectant.
PORCELAIN ICE PITCHERS.
KELLER'S DUNDEE MARMALADE.
FOSTER'S BOTTLED ALE and STOUT.
VEYRON'S CAFETIERES.
CURRIER and ADER'S CLARETS.
BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.
French JAMS.
Scotch OATMEAL.
FOSTER'S BOTTLED ALE and STOUT.
VEGETABLE, FLOWER and LAWN-GRASS SEED.
TEA TASTER'S CUPS, POTS, SCALES and TIME GLASSES.
FOSTER'S BOTTLED ALE and STOUT.
French SUMMER SHOES.
CHRISTY'S HATS.
BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.
PEAR'S TOILET SOAP.
English HAMS.
FOSTER'S BOTTLED ALE and STOUT.
SPARKLING BURGUNDY.
CHOICE PORT for Invalids.
FOSTER'S BOTTLED ALE and STOUT.
CURACAO, MARASCHINO, and CHARTREUSE.
HENDRICK'S PERFUMERY.
BASS'S ALE, by Foster, highly recommended for purity, and the extreme care used in Bottling.

LANE, CRAWFORD & CO.

Hongkong, July 17, 1878.

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Office are requested to furnish the Office with a List of their Contribution for the Year ending 31st December, 1877, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 12, 1878.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twelfth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on WEDNESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends. The Transfer BOOKS of the Company will be CLOSED from the 17th to the 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1878.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE Following is the SCALE of RATES for SILK, with Average, that will be charged by the above Company at this Port for the present Season.

To the Continent, by Mail Steamers, 1 1/2 %
" United Kingdom, do. 1 1/2 %
" do. by Holt's & Glen Stra., 1 1/2 %
" do. by Castle Stra., 1 1/2 %
" do. by other 1st-class Stra., 2 %

By Order, W. H. RAY, Secretary.

Hongkong, July 1, 1878.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-fourth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 50 A, Queen's Road, on WEDNESDAY, the 24th July instant, at 3 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing a Director and Auditor.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 4, 1878.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 11th to the 24th day of July instant, both days inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 4, 1878.

Intimations.

NOTICE.

MR. H. SCHÜREN'S PHOTOGRAPHIC STUDIO.

IS NOW OPEN.

HOURS FOR SITTING: EVERY DAY FROM 7 TILL 10 O'CLOCK A.M.

MR. H. SCHÜREN respectfully requests all Persons desirous to have their Portraits, to notice well the earlier hours for sitting, as the only means to obtain, during the present Season, those fine half tints and details so much admired, especially in White Dresses. Photos taken after 10 o'clock a.m. cannot be guaranteed to be to every satisfaction.

The Atelier cannot be Open for more than Two Months.

NOVELTY.

MR. H. SCHÜREN'S NEW SALOON PICTURES.

THE FINEST PRESENTS TO BE CHOSEN.

No Really Elegant Drawing Room should be without them.

MR. SCHÜREN has much pleasure in introducing in this Colony, the new Style of Photos which undoubtedly will find admirers amongst the intelligent. The new Saloon-Picture is unrivalled for its effects in artistic lightening, and its beautiful details, especially for LADY'S EVENING DRESSES and every kind of Embroidered and Plain White DRESSES. Hongkong, July 19, 1878.

AFONG, PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE above has pleasure to inform the public of Hongkong that he has obtained the assistance of Mr. Griffith (for many years manager and principal operator to Mr. Saunders of Shanghai), and having carefully arranged the light of his New Studio and secured the newest and best appliances for obtaining the highest excellence in his work, he is now ready to produce all the Latest Novelties in Photographic Portraiture. A large and varied Assortment of Views always ready. Superior Enlargements made at shortest notice.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel.

Hongkong, July 9, 1878.

DENTAL NOTICE.

DR. ROGERS begs to intimate that he has RETURNED, and is now ready to Receive Patients at No. 7, ARSTHUR ROAD.

Hongkong, July 4, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A FIFTH RETURN of CAPITAL at the Rate of TWO and ONE-HALF TAELS per SHARE will be made to Shareholders of Record on 6th July, Payable at the Office of the Liquidators, on MONDAY, the 15th July.
Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.
The Transfer BOOKS of the Company will be CLOSED from the 6th to the 15th July, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, July 4, 1878.

Intimations.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES of Interest allowed on Deposits.
At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "
D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, July 1, 1878.

NOTICE.

THE OFFICES of the Undersigned have been temporarily REMOVED to the Premises in DUNDRELL STREET, formerly occupied by Messrs Norzox & Co. LANDSTEIN & Co.

Hongkong, July 15, 1878.

Auctions.

SALE OF PIANOS.

LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on their Premises, on WEDNESDAY, the 24th Instant, at 4 o'clock p.m., A SEMI-GRAND PIANO, by COLLARD and COLLARD, with Silk Cover; A COTTAGE PIANO, by COLLARD and COLLARD.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, July 20, 1878.

Shipping.

Steamers.

FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship "TAIWAN," Captain M. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 22, 1878.

FOR SWATOW, AMOY & FOCHOW.

The Steamship "KWANGTUNG," Capt. PUSCHARD, will be despatched for the above Ports on THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 22, 1878.

FOR HOIHOW.

The Steamship "ALBANY," Capt. F. ASHTON, will be despatched for the above Port on THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 22, 1878.

FOR SINGAPORE AND PENANG.

The British Steamship "MECCA," Captain MORRIS, will load here for the above Ports, and will leave this on THURSDAY, the 25th Instant, at 2 p.m.

For Freight or Passage, apply to HOP KEE.

Hongkong, July 20, 1878.

MONTHLY LINE.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE.

(TAKING CARGO AND PASSENGERS FOR THE USUAL PORTS.)

The Australasian Steam Navigation Co.'s Chartered Steamship "CHARLTON," Jno. JOHNSON, Commander, will be despatched as above on the 3rd Proximo, at 8 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, July 18, 1878.

FOR MANILA (DIRECT).

The Spanish Steamship "PARAGUA," Gm. Master, will have quick despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, July 20, 1878.

FOR FREIGHT OR CHARTER.

The Steamship "ARGENTINO," Apply to TURNER & Co., Agents.

Hongkong, July 22, 1878.

Shipping.

Steamers.

FOR NAGASAKI, WLADIWOSTOK AND NICOLAJEFSEK.

The Danish Steamer "NORDEN," Boysen, Master, shortly expected, will have quick despatch for the above Ports.

For Freight or Passage, apply to Wm. FUSTAU & Co., Agents.

Hongkong, July 4, 1878.

Sailing Vessels.

FOR VICTORIA (VANCOUVER'S ISLAND).

The British Barque "TOKATEA," Captain HARRISON, will leave for the above Port on the 1st August proximo.

For Freight, apply to ROZARIO & Co.

Hongkong, July 18, 1878.

FOR MELBOURNE & SYDNEY.

The 41 British Barque "CHARLOTTE ANDREWS," Captain PEARCE, will load here, and have a quick despatch as above.

For Freight, apply to ROZARIO & Co.

Hongkong, July 15, 1878.

FOR SAN FRANCISCO.

The 41 American Ship "JOSEPHUS," ROGERS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, July 22, 1878.

FOR LONDON.

The 41 British Clipper Ship "HARRY PARKES," S. CHAPMAN, Master, having the greater portion of her Cargo engaged, will meet with quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, June 12, 1878.

FOR NEW YORK.

The 41 American Schooner "CHARLES L. PEARSON," SWAIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 10, 1878.

FOR HONOLULU.

The 41 French Bark "JEANE PIERRE," LUGASSE, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 10, 1878.

FOR SAN FRANCISCO.

The 41 American Schooner "WILLIAM H. DEITZ," ENDICOTT, Master, will load for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 6, 1878.

FOR SAN FRANCISCO.

The 41 Ship "SIR CHARLES NAPIER," FRENCH, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 1

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *OCEANIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods.

Cargo-impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, July 20, 1878. j27

NOTICE TO CONSIGNEES.

THE Consignees of the undernoted Cargo are hereby informed that unless the same be taken delivery of within one month from this Date it will be sold to defray expenses.

A.R. 1/2, 2 Cases MUSKETS, Ex "Oxfordshire," from London, 3rd March, 1876. JARDINE, MATHESON & Co. Hongkong, June 20, 1878. j29

COMPAGNIE DES MESSEAGERIES MARITIMES.

S. S. PEIHO.

NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before To-day, the 22nd instant, at 10 a.m., requesting it to be landed here. Bills of Lading will be counter-signed by the Underigned.

Goods remaining unclaimed after SATURDAY, the 27th instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

H. de POUY, Agent.

Hongkong, July 22, 1878. j27

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. H. de POUY, Agent.

TH 1644, Mr. L. Thevenin, from 1 case Ink, &c., Marcellus. Ex "Anadyr," B.P. No. 36, Mr. Vinocet, from 1 case Cigars, &c., Marcellus. Hongkong, July 13, 1878.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANNIE LOWRY, British barque, Captain B. Gale, &c., Hagedorn & Co.

KATE TATHAM, British barque, Captain Patheky, &c., Birley & Co.

OCEAN RACER, British 3-m. schooner, Captain Simpson, &c., Order.

JEANNE PIERRE, French bark, Captain Legasse, &c., Hagedorn & Co.

ATHENS, British barque, Captain Alex. Findlay, &c., Captain.

MARY BLAIR, British barque, Captain James Riddle, &c., O. & S. S. Co.

LOTTIE MOORE, American barque, Capt. C. S. Hudson, &c., Arnold, Karberg & Co.

FORTENAY, British ship, Capt. G. B. Taylor, &c., Hagedorn & Co.

KJOENNAW, Danish steamer, Capt. L. O. Grove, &c., Siemens & Co.

CAUTION TO THE PUBLIC.

DE BRIGHT'S PHOSPHODYNE.

WHEREAS it has become known to the Proprietors of DE BRIGHT'S PHOSPHODYNE that a Medicine, emanating from an unscrupulous London firm, is exported to India and China, and foisted on purchasers as equal in efficacy to Dr. Bright's Phosphodyne, they feel it due to the public to specially caution them against this compound and request their most careful attention to the following distinctive characteristics of Dr. Bright's Phosphodyne:

1st.—That Dr. Bright's Phosphodyne is sold only in cases.

2nd.—The words "Dr. Bright's Phosphodyne" are clearly blown in each bottle.

3rd.—The Registered Trade Mark and Signature of Patentes are printed on the label of every case.

4th.—Directions for use in all the following languages are enclosed in each case, without which none can POSSIBLY be genuine:

English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Malabar, Bengalee, Chinese and Japanese.

DR. BRIGHT'S PHOSPHODYNE is the Only Reliable Remedy for Nervous and Liver Complaints, and ALL Functional Derangements.

DR. BRIGHT'S PHOSPHODYNE is patronised by the aristocracy and the elite, extensively used in the army and navy, and strongly recommended by the leading Medical Practitioners.

DR. BRIGHT'S PHOSPHODYNE is sold by all Chemists and Patent Medicine Vendors throughout the Globe.

N.B.—Ask for DR. BRIGHT'S PHOSPHODYNE, and do not be persuaded to take any useless and possibly dangerous substitutes.

To-day's Advertisements.

FOR MANILA.

The Steamship "MAOTAN,"

for MANILA, has been POSTPONED until TO-MORROW,

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, July 23, 1878. j24

FOR SHANGHAI (DIRECT).

The Steamship "CITY OF BALTIMORE,"

COULIN, Master, will be despatched for the above Port, at Noon,

TO-MORROW.

For Freight or Passage, apply to BIRLEY & Co.

Hongkong, July 23, 1878. j24

THEATRE ROYAL.

CITY HALL, HONGKONG.

To-morrow Evening,

(WEDNESDAY), 24th JULY, 1878.

LAST NIGHT!

LAST NIGHT!!

LAST NIGHT!!!

DOCTOR SILVESTER,

THE WONDER WORKER.

LAST NIGHT!

MADAME SILVESTER,

by desire

ARIA (Air des Byrons) Faust, GOUNOD,

MADAME SILVESTER.

LAST NIGHT!

DOCTOR SILVESTER,

and his

BEAUTIFUL ENTRANCED LADY.

LAST NIGHT!

"THE PRINCE OF WALES'S VISIT TO INDIA"

LAST NIGHT!

PROF. W. M. FAY'S

Spiritual Manifestations.

LAST NIGHT!

CHARLES SILVESTER'S

CORNER SOLOS.

LAST NIGHT!

"TOM BOWLIN, THE SAILOR."

THE FIRST AND LAST NIGHT

OF

"LEO, THE EDUCATED LION."

"LEO, THE EDUCATED LION,"

"LEO, THE EDUCATED LION."

THE WONDER OF THE WILDERNESS.

LAST NIGHT!

LAST NIGHT!!

LAST NIGHT!!!

"THE FAIRY FOUNTAIN,"

"THE FAIRY FOUNTAIN,"

"THE FAIRY FOUNTAIN."

FIRST AND LAST TIME

A GRAND PRISMATIC SNOW-STORM.

Doors Open at 8.15. Commence 9 sharp.

Conveyances may be ordered at 11.15.

Admission: 1 DOLLAR.

Dress Circle and Stalls, 2 DOLLARS.

Santa can be had at Messrs LANE, CRAWFORD & Co.'s, where a Plan of the Theatre may be seen, and at the Doors on the Night of the Performance.

Hongkong, July 23, 1878. j25

FOR YOKOHAMA.

The British Steamer "BERTHA,"

E. G. LANGLEY, Master, will be despatched for the above Port on THURSDAY, the 26th instant, at 4 p.m.

For Freight or Passage, apply to MEYER & Co.

Hongkong, July 23, 1878. j25

NOTICE.

MR. CHARLES J. HIRST has been authorized to Sign our Firm per Procuration.

HESSE & Co.

Hongkong, July 23, 1878. j25

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE S. S. City of Baltimore

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods and Opium are being landed by Messrs NORTON & Co. into Messrs TURNER & Co.'s Praya Godown, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 26th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by BIRLEY & Co.

Hongkong, July 23, 1878. j25

SHIPPING.

ARRIVALS.

July 22, 9 p.m., *Kjoenaw*, Danish steamer, 701, Grove, Haiphong July 19, 5 p.m., General—SIXMUSEY & Co.

July 22, *Madeline*, French barque, 416, Pateau, Newcastle (N.S.W.) June 6, Coal—VOGEL, HAGEDORN & Co.

July 22, *Crawwell*, British barque, 464, White, Bangkok June 29, Teak and Rice—WIEGEL & Co.

July 22, *Fontenay*, British ship, 635, G. B. Taylor, Newcastle (N.S.W.) June 7, Coal—VOGEL, HAGEDORN & Co.

July 22, *Condon*, German brig, from Whampoa.

July 23, *Alvinton*, British steamer, 1056, C. Darnell, Saigon July 19, General—MEYER & Co.

July 23, *Langdon*, American ship, 1415, Knowles, Liverpool Match 17, Coal—DOUGLAS LAFFRAIR & Co.

July 23, *St. Ides*, for Whampoa.

23, *Dela*, for Bangkok.

23, *24th*, for Shanghai.

CLEARED.

Navesink, for San Francisco.

Enns, for Koochoy.

Ocean Racer, for Koochoy.

PASSENGERS.

ARRIVED.

Per *Kjoenaw*, from Haiphong, 2 French Missionaries, Mr. Hjerling, and 20 Chinese.

Per *Alvinton*, from Saigon, 60 Chinese, and 2 French.

DEPARTED.

Per *Peiho*, for Shanghai, from Marseilles, Messrs de Pettville, Rettembourg, Buse, Serruys' servant, and 7 Chinese.

Per *Dela*, for Bangkok, 20 Chinese.

SHIPPING REPORTS.

The British barque *Crawwell* reports: Variable Easterly winds with heavy squalls throughout the passage.

The British ship *Fontenay* reports: Left Newcastle on the 7th June with moderate westerly winds and fine weather, took S.E. trades on the 27th June, in lat. 1.49 South, and carried light winds and fine weather. Crossed the Equator on the 28th June in long. 157.00 E., from thence light winds to the Bache Channel, and across the China Sea, with strong N.E. current.

The British steamer *Alvinton* reports: Light breeze with dull and wet weather to Padaran, thence S.W. monsoon. In port: S. S. *Karo*.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For AMOY, TAIWAN, and TAMSUI:—

Per *Taiwan*, at 11.30 a.m., on Wednesday, the 24th inst.

For SHANGHAI:—

Per *City of Baltimore*, at 11.30 a.m. To-morrow, the 24th inst.

For MANILA:—

Per *Manila*, at 3.30 p.m. To-morrow, the 24th inst.

For YOKOHAMA:—

Per *Bertha*, at 3.30 p.m. To-morrow, the 24th inst.

For SWATOW, AMOY & FOCHOW:—

Per *Kwangtung*, at 11.30 a.m., on Thursday, the 25th inst.

For HOIHOW (with Mails for Pakhoi):—

Per *Alloy*, at 11.30 a.m., on Thursday, the 25th inst.

For STRAITS SETTLEMENTS:—

Per *West Stanley*, at 8.30 p.m., on Friday, the 26th inst., instead of as previously notified.

For PAKHOI direct:—

Per *H.M.S. Moorhen*, at 5 p.m., on Friday, the 26th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c., &c.:—

Per *Charlton*, at 2.30 p.m., on Saturday, the 26th inst.

MAILS BY THE ENGLISH PACKET.

The English Consign Packet *Zambesi* will be despatched with the Mails for Europe, &c., on SATURDAY, the 27th inst.

The following will be the hours of closing the Mails, &c.:—

Friday, 26th inst.:—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 27th inst.:—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra.

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via *Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, July 15, 1878. j27

MAILS BY THE FRENCH PACKET.

The French Consign Packet *Anadyr* will be despatched from Hongkong on SATURDAY, the 28th August, with Mails to and through the United Kingdom and Europe, via *Marcellus*; to Saigon, Singapore, Batavia, Galles, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, August 2nd:—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, August 3rd:—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through *Aden*, &c., may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, July 19, 1878. j28

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Oceanic* will be despatched on TUESDAY, the 6th August, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes, but Letters (except for Non-Union Consignees) may be posted on board the Packet with Late Fee of 18 cents extra postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, July 22, 1878. j28

MEMOS. FOR TO-MORROW

Shipping.

Noon.—*Taiwan* leaves for Amoy, &c.

Noon.—*Maetan* leaves for Manila.

Noon.—*City of Baltimore* leaves for Shanghai.

Meeting.

3 p.m.—Meeting of Shareholders of the H. O. & M. Steamboat Co., Limited, at No. 50 A, Queen's Road.

Auction.

4 p.m.—Sale of Pianos, at Messrs Lane, Crawford & Co.'s Premises.

Amusement.

9 p.m.—Doctor Silvester's Performance at the City Hall.

General Memoranda.

THURSDAY, July 25:—

Noon.—*Kwangtung* leaves for Coast Ports.

Noon.—*Alloy* leaves for Hothow.

2 p.m.—*Alloy* leaves for Singapore, &c.

4 p.m.—*Bertha* leaves for Yokohama.

FRIDAY, July 26:—

Goods per *City of Baltimore* undelivered after this date subject to rent.

SATURDAY, July 27:—

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per *Peiho* undelivered after Noon, subject to rent and landing charges.

WEDNESDAY, July 31:—

3 p.m.—Meeting of Shareholders of the China Traders Insurance Co., Limited, at the Head Office, Hongkong.

SATURDAY, August 3:—

Noon.—French Mail leaves for Ports of Call and Europe.

owned from a European gentleman. But it is conspicuously weak in ethnology, in which the sister Museum of Singapore is so strong; as indeed it ought to be, with its unique advantages in this department—advantages which mark-out Ethnology as the specialty of that infant rival of your City Hall Museum. Is there no specialty upon which Hongkong might direct its scientific strength? I am not sufficiently acquainted with the Colony or its neighbourhood to indicate positively what that specialty would properly be; but I have no doubt that an eligible one exists most inviting the energies of your more scientific citizens. The main-hall of the Museum is a good one for the purpose, and one in which twice as much could be arranged without crowding. And it occurs to me, that since the Chinese visitors so largely predominate and since the instructions of these who have the management of the Museum, it would be well perhaps to occupy some proportion of this space, at least till the accumulation of more choice contributions demanded it—with articles illustrating Western life and manufactures and arts and sciences,—things in which Europeans would find little novelty or enlightenment, but which would assume the importance of interesting phenomena to most of the Chinese visitors. Meanwhile let there be not the slightest misplacement of classification-cards, such as I detected the other day, and let half the descriptive cards be re-written and re-spelled; then go in for indefinite prosperity.

The special merits of the other apartments I have not tested in their proper circumstances; so you and I must wait till—my visit twenty years hence.

Police Intelligence.

(Before the Hon. C. May.)
July 23, 1878.

LARCENY ON BOARD SHIP.

Young Akwa, a servant on board the German barque *Friedrich*, was sent to one month's hard labour for stealing certain articles of clothing and a piece of brass, the properties of Captain George Dau, the Master, and the Chief Officer. The articles were found in his bunk, and he said he had placed them there for safe keeping.

THE "BALTIMORE" ASHORE.

John Walsh, James Cassidy, Michael McGee, and Hugh Hogan, Bremen S. S. City of Baltimore, were charged with drunkenness. The first three were fined 50 cents each, but Hogan was fined \$1, as he was both drunk and violent. He was found by P. C. White (No. 42) lying under a verandah in Pottinger Street, bleeding from the mouth and with a cut near the left eye. When roused up he cried murder and hit the constable's finger, and made use of very abusive language. Hogan told the Magistrate that he believed the constable struck him when he got up.

Henry Will, a seaman unemployed, was fined \$1 for being drunk and assaulting one Christian Kook.

STEAM LAUNCH WHISTLES AGAIN.

The Master of the *Cum Sing*, steam launch, was summoned at the instance of Mr. Carl Vogel, a partner in the firm of Messrs Vogel, Hagedorn & Co., for creating a nuisance by blowing the whistle of the launch without any necessity for the prevention of danger. Complainant believed it was done to attract passengers. It was a very great nuisance and a hindrance to complainant's business, especially in the summer months when the windows had to be left open. The case was remanded until the 26th instant, and defendant admitted to bail in \$100 personal recognisance.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Lordship the Acting Chief Justice, the Hon. F. Snowden.)
July 23, 1878.

Nicholls v. Pustan, \$1,000.—This was a claim for loss said to have been sustained by the plaintiff, the master of the British barque *Moss Glen*, by the refusal of the defendant, one of the partners in the firm of W. Pustan & Co., to carry out a charter entered into with the plaintiff.

The Attorney General (the Hon. G. Phillips), instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff; and Mr. Hayllar, instructed by Mr. Breton, for the defendant.

The learned Attorney General, in opening the case, said that Mr. Bernhard, a shipbroker, spoke to plaintiff (Captain Nicholls) with respect to a charter to proceed to the United Kingdom or the Continent. The ship (*Moss Glen*) was well known here. The defendant's firm had at one time been agents for her. She was here in February last, when Messrs Melchers & Co. were her agents. She was classed in the highest class in Veritas, French Lloyd, and her classification would not expire till towards the end of the year. She was completely repaired on the 16th March last, and a certificate given by Captain Burnie. Under these circumstances the Captain received an offer from Mr. Bernhard for a charter for home. Something was said about the rate, and plaintiff was then taken to the defendant. Here some conversation ensued, and plaintiff was asked the carrying capacity of the vessel. The vessel was 450 tons register, but the plaintiff informed the defendant that he had delivered a cargo of 830 tons of coal, and when asked if he could guarantee to carry that amount of cargo, he told defendant the ship would draw about 17 feet with that amount of cargo. A reference was made to the Veritas book, and an offer was made of \$1,100 to the United Kingdom, and \$1,300 to the Continent. The plaintiff asked for time to consider, as he thought the amount small. Plaintiff was unable to go home in the vessel himself for private reasons, and this was explained to the defendant. Mr. Carson was engaged to take the defendant home, and the plaintiff ultimately agreed to accept the offer. Mr. Bernhard prepared a memorandum and was to get the Captain to sign it. This memorandum was shown to the Captain, who made some objections, but eventually he put his initials to it, and Mr. Bernhard signed it. The learned Attorney General said he should produce that paper in evidence. It was drawn up in a hurry, and there was no stamp on it, but this omission had since been rectified. The memorandum is on a printed form, and blanks are left to be filled up. The Captain, believing all was concluded, left the office and made arrangements with Mr. Carson, who was then Chief Officer of the *Sarah Nicholson*. On the 3rd July, plaintiff introduced

Mr. Carson to the defendant. Carson's name had been placed on the register, and he had given up his situation on board the *Sarah Nicholson*. The defendant was informed that the ship was ready to take in cargo. Some conversation then took place as to what should be taken on board as dunnage. On the 4th July, Captain Nicholls said he wanted to send the Charter Party home, and he was shown a draft of it. He objected to a clause in the Charter Party, stating that she was a good risk in the local insurance offices. The plaintiff got a letter the next day but one (letter read), asking for a survey report on the vessel. No Charter Party had been signed up to this time. Plaintiff showed defendant a document describing the equipment and condition of the vessel. The defendant sent a developer on board, who was to get 8 cents a ton for putting the cargo into the ship. If the cargo had been sugar, 6 cents would have been the cost. Captain Burnie reported that the ship could not be loaded more than 15 feet 3 inches, and plaintiff was then asked to reduce his freight. This he refused to do, on the ground that he had not bargained to carry a cargo of dead weight, but a cargo of general merchandise. On the 11th July defendant wrote to Messrs. Sharp, Toller and Johnson, saying that he refused to close the charter unless the *Moss Glen* was guaranteed a good risk and could carry 830 tons dead weight. The learned Counsel submitted that there was no agreement to carry 830 tons dead weight. There were some words about sugar, but the agreement was to carry general lawful merchandise. The vessel would be considered a good risk if the cargo was composed of part sugar, and part light freight. This the learned counsel submitted, would have been better for all parties, although a lump sum was given. He submitted that the memo. of charter party was binding. With regard to the special defence, he said there was no guarantee that the barque should be a good risk in the local insurance offices. Sugar was about the worst cargo a vessel could carry. She would be a good risk if she took coal or salt, but not sugar. She would have been seaworthy even with 830 tons of sugar, but not a good risk.

Mr. Hayllar said that the memo. was not a charter party. He agreed with his learned friend on some points, but there was no charter party in existence. The plaintiff was out of Court because he objected to the agreement.

Evidence was then called. Capt. Nicholls was first examined and proved the terms of the agreement to be as stated by the learned Attorney General, and the facts as to what transpired between the parties concerned. He said he had agreed to give Capt. Carson \$15 per month whilst she remained here, and \$20 for the run home. He would not have concluded this agreement if he had not thought the charter was settled with Pustan. Continued.—By a general cargo mixed sugar was understood. I have been unable to obtain another charter since. The expenses I have been put to owing to the non-fulfilment of the charter are, roughly—Engagement of Captain, \$112 8 6; days demurrage from the 2nd to 10th July, when the charter-party was broken off, at \$50 per day, equal to \$400.—(I am unable to get an offer for the ship now.) \$20 for ballast, and about \$60 for brokerage. I have never loaded a cargo in Hongkong. The charge for stowing a cargo of sugar is 6 or 6 cents, and for general cargo 8 cents.

By Mr. Hayllar.—There was nothing said as to the proportion of sugar. I guaranteed that the ship's deadweight carrying capacity was 830 tons. I don't think 830 tons of sugar would put the ship down to 17 feet 6 in. I was prepared to receive 830 tons dead weight, but not sugar. The difference between sugar and ossia would be felt in the working of the ship. I considered that Mr. Bernhard signed the memo as agent for Mr. Pustan. I thought of course that it was to go to Mr. Pustan for signature. The survey certificate I sent to him was not March Captain Burnie told me that he would give me a fac-simile of it if I wanted it. I knew at the time I received the memo that a Charter-party must be laid out. I don't receive less than Captain Carson, so that so far as that is concerned it made no difference to my owner; I should not have gone away whilst the ship was here. I don't know really what I shall be out of pocket. I have advised my owners to insure for \$1,000. I complained about the freight offered me, \$1,100. The broker knows better than I do whether I shall be able to get more or not.

Re-examined by the Attorney General.—Cassia would be carried by measurement. Coal is a better cargo than sugar. Sugar sits very heavily in a ship; salt is a somewhat similar cargo to sugar.

By His Lordship.—The ship would be seaworthy with 830 tons of dead weight. The Court adjourned for an hour.

On the Court resuming, the Attorney General continued to call evidence. Mr. Bernhard was called to speak as to what passed between the contracting parties. Mr. Hayllar objected to a question put by the Attorney General as to what was general merchandise.

His Lordship said he should allow the question to be put, subject to Mr. Hayllar's objection.

The question was put in another form, viz., Was there any meeting attached to the words general lawful merchandise? Mr. Bernhard said—if I had to look for a vessel to carry general lawful merchandise, I would not be so particular as to the class of vessel as I would if sugar was the cargo. The kind of cargo would be dead weight and light weight goods. When a man speaks of general cargo we understand that a portion of it will be light freight. I wrote the memo. with Mr. Pustan's consent. Mr. Pustan read it before the Captain signed it. Mr. Pustan did not give instructions, but I wrote what I thought was to be the cargo. I would not have entered the same terms on the agreement had I known it to be sugar. I was acquainted with the character of the *Moss Glen*. She was not in my opinion a suitable vessel to carry a full cargo of sugar to the United Kingdom. Sugar is a cargo very liable to be damaged. A high class vessel is always required for sugar.

A warm discussion here took place as to what a mixed cargo consisted of. Mr. Hayllar said that if he put a piece of salt into a cargo of pepper it would be mixed. The Captain, he said, had admitted that he had agreed to carry 830 tons dead weight, and now Mr. Bernhard said that a mixed cargo was part dead weight and part measurement.

The Attorney General: Is there any general rule in this part as to the proportion of dead weight and the proportion of measurement in charters to carry general merchandise?

By Mr. Hayllar objected. His Lordship noted the objection. Mr. Bernhard said there was no general rule, but vessels were not allowed to load below the limit given by the local surveyor. Continued.—I have not been able to get another offer for her. I have not offered her at a lower rate.

By Mr. Hayllar.—The Captain is very anxious to get his ship home. As far as the actual water displacement is concerned, it did not matter what cargo she had on board. Some cargoes will be more trying to a ship than others. I knew the vessel could carry 830 tons dead weight; but the Captain did not agree that he would carry 830 tons dead weight. I heard the conversation between the Captain and Mr. Pustan; there was no stipulation as to the quantity of sugar she was to carry; the cargo was to be part sugar. The words "good risk in the local insurance offices" is in nearly every charter party here.

By the Attorney General.—What would be a good risk with one cargo would not be so with another. The *Moss Glen* would, I believe, be a good risk with a general cargo.

By His Lordship.—I wrote the word "guaranteed" after the words "830 tons dead weight carrying capacity" at Mr. Pustan's request. It is usual to write these words in charters to carry general cargo for a lump sum.

Captain John Carson was then called, and gave evidence as to the contract between himself and Captain Nicholls, with regard to taking the *Moss Glen* to London.

Mr. Hayllar then addressed the Court, and said he thought his learned friend was out of Court. Even if Mr. Pustan had signed the memo, it could not be one on which they could sue for damages. As it now stood there was no real charter. The memo. was not stamped but merely written on a printed form to bind both parties. Mr. Pustan had reserved to himself the right of accepting the ship. Mr. Bernhard pointed out that it was a charter for a lump sum. Mr. Pustan agreed to pay a certain distinct and definite sum for the use of the ship, and he was to receive in return an equally distinct and definite carrying capacity out of her. This was the object so far as both parties were concerned. The learned counsel continued to say that he should point out by evidence that the non-signing of the memo. was not an accident, because, before he trusted his valuable cargo of sugar, Mr. Pustan was determined to be satisfied by a local survey of the vessel's seaworthiness. Mr. Pustan had probably chartered as many vessels as anybody in the place, and he knew he might bind himself to a great loss if he did not take proper precautions. Mr. Pustan would tell his Lordship that the question of a local survey was distinctly mentioned. That not being forthcoming, he did not put his initials to the memo. He wrote for the survey, and got one, but it did not say anything about the vessel's carrying capacity. Captain Burnie was sent on board by Mr. Pustan to report; and he found that instead of being capable of being loaded down to 17 ft. 6 in., she was not insurable at that draught, and was not a good risk. Mr. Pustan, continued the learned counsel, did not draw out of the contract, but offers to take the ship providing the Captain would take something less than the original offer. The Captain had been waiting here a long time to try and get rid of his ship, but could not manage it, and then wanted to go to England; he was certainly ill advised not to have closed with Mr. Pustan's offer. His learned friend had very properly tried to raise a cloud of doubts and doubt about what were the terms of the agreement. The Captain's evidence was most honest; he admitted that he knew that he was to carry sugar. Mr. Bernhard admitted that she was to carry 830 tons dead weight, but said that he thought part was dead weight and part light.

Mr. Pustan had a perfect right to load the ship down to 17 ft. 6 in., but by Captain Burnie's evidence it was clear that the ship would not be a good risk if loaded to a greater draught than 15 ft. 3 in. Then again, before the memo could be binding, it had to be signed by Mr. Pustan. The ship must of course be a good risk. He (Mr. Hayllar) did not rest much on the word "local," but he would call evidence to show that she was not a good risk, and not insurable with 830 tons of dead weight cargo. The learned counsel then cited cases bearing on the points at issue, and concluded his remarks by saying that the terms of the warrants were not fulfilled. The Court adjourned at 5 o'clock until 10 past 10 a.m. to-morrow.

(Before His Honor James Russell, Esq., Acting Police Judge.)
23rd July, 1878.

Stealing s. Roop, \$74 40.—This was a claim for wages (\$74 40) as a carpenter on board the British barque *The Frederick*, and (\$100) the value of some tools and clothing unlawfully detained by the defendant. Mr. Denny appeared for the plaintiff, and Mr. Wotton for the defendant.

Charles Vincent, a Frenchman, deposed that he shipped at New York. He remembered Christmas day; he was forward in the fore-cabin on that day at tea-time, and nothing occurred. On the evening they left Batavia he did not see the mate kick anyone. He heard the mate ask the second mate what the noise was forward. The noise arose through the second mate having struck Raab. When the mate found out what the noise was about he told the second mate to stop it. Next morning witness saw Raab with a cut upon his eyebrow about an inch long. At Batavia witness left the ship with Raab, swimming about a quarter of a mile to a Dutch barque, where they stopped twenty-four hours. They then went on shore in the Captain's boat, and proceeded to the British Consulate to endeavour to get their discharge from the ship, but they were told to go on board again. When they got back to the *Frederick*, Burke's "hit" "poor George" with his fist, and the chief mate put them in irons, where they were kept until the ship got underweigh. About three or four days after they left Batavia Burke took to his bed, ill with dysentery, and never got up again. The mate made the carpenter work when he was sick; the carpenter dropped down on deck on being placed at the work, and the mate then took hold of him and said "Go—do you get to your room if you can't do any work." They did not have enough food, and they were told to ask for more. Burke used to hit them. He had had no conversation with the men who had given evidence. The Captain asked him to come to the Court, and he came.

By Mr. Denny.—When we left Batavia, Burke was cutting, and striking us with a piece of wood right and left. He struck me twice on my left shoulder. The piece of wood produced is not the same; he threw the piece with which he struck us away.

The Captain was recalled, and deposed to his being unable to find certain bills for provisions, etc., and to an irregularity in the entries in his log book. Apparently witness had skipped one or two leaves, and had then gone back and made later entries on the leaves skipped.

A great deal of time was occupied in going into the details of the accounts between the parties.

His Lordship enquired whether any original proceedings were likely to result from the case.

Mr. Denny said that two of the men, who said they were actual witnesses to facts, went up to the Magistrate to lay an information. They were told to come another time, but they came down there and were kept as witnesses, and the information was not laid. That being so it was considered better to let this case be finished before any other proceedings were taken. He did not think himself the men were in any way bound to prosecute. The whole question was one for the Crown. The Crown was now made aware of the exact statements of these men, and if it wished to prosecute it could do so. These men could not afford to waste money in other proceedings.

His Lordship said he made the enquiry because anything he might say in his judgment might be held as prejudicial in subsequent proceedings, if any were taken.

Mr. Wotton said a summons had been taken out by Mr. Denny, and he had nothing to do with that proceeding.

Judgment was then reserved.

THE CHEFOO SCHOONER.

"NELLIE."
The following letter has been kindly handed to us (N. C. D. News) by W. H. Tapp, H.M.'s Registrar of Shipping to whom it was addressed, for publication:—

Wladivostok, 21st June, 1878.

DEAR SIR,—Having read in one of the China papers a short extract from the log of the schooner *Nellie*, it might interest you to hear some further particulars relative to that unfortunate affair. The *Nellie* arrived here from Chefoo in October, 1875. Brown and Thompson on their arrival came to me and said that they had built the schooner in the hope that I would fit them out with provisions and goods, as they had heard that a good thing was to be made on Chantar Island. I told them that it was much too late for such a small craft to go North, but that if they would remain over the winter I would find them some employment and give them what they required the following year. They agreed to it, and being both handy men, they had good employment as sail-makers in the Government Yard here. Early in August, 1876, I fitted them out for the voyage to Chantar, sending them two Chinese who said they understood trapping.

The object of the voyage was to trade along the coast for sable, and to trap them on the island during the winter, for which purpose I advised them to take a few natives from the mainland, either Toongoes or Giliaks. This they appear not to have done. They took but little fresh provisions with them, as they were told that deer were very plentiful on the island. I think it only right that H.B.M.'s Consul should make some enquiries as to what has become of the proceeds of the schooner and cargo, which I am informed have been sold by the Russian authorities. I know for certain that my accounts, &c., were found with the schooner's papers, but no notification was given to me relative to the sale of the boat and cargo, neither was I informed of the disastrous ending of the affair.

I am, dear Sir,
Your obedient servant,
Geo. F. DENBIGH.

LONDON GOSSIP.

(Pioneer)

I witnessed a very curious spectacle last Saturday, and adding in the effect of the beautiful scene in which it took place, the spectacle was as pretty as curious. It was a "ride past" of sixteen hundred bicyclists. Could you have believed that bicycling had taken such development in England that upwards of sixteen hundred could be gathered into one spot from the neighbourhood of London alone? This number actually paraded before us at Hampton Court on Saturday, but if London had assembled the ban and arriere-ban of its homeless chivalry, the number might, it appears, have been more than doubled. The 62 metropolitan and suburban clubs possess 1,910 affiliated members, and the uncontrolled irregulars, ragamuffins and unlovable men—must be at least as numerous. Bicyclists are now a class, a calling, a profession, a persuasion, a vested interest. They have a weekly organ in the press, *The Bicyclist*. They have uniforms, decorations, officers, matches and competitions in which (as with the riflemen at Wimbledon) prizes as well as honours are to be obtained; and they have their grand meets and processions like the Four-in-hand and Coaching Clubs, I very much doubt whether a "meet" of either the Four-in-hand or Coaching Club, or of both together, ever drew even to Hyde Park one-tenth part as many people as went all the way to Hampton Court last Saturday to see the great Bicycle Review. Of course the place of rendezvous had something to do with the large attendance, for the horse-chosemen of Bushy Park during the brief fortnight of their flowering are by themselves a great attraction to Londoners. It was not so easy, however, as visitors probably expected, to kill the two birds with one stone. There was no difficulty in seeing the Chestnut Avenue, since it is long and broad enough to accommodate a million of people; but to see the muster of the bicyclists and the start was a very different matter. I was with a party of my Shepperton friends in one of the thousand carriages imprisoned in the Park. Finding that the drag and other vehicles in the line ahead of us were brought to a dead halt, we dismounted and tried to worm ourselves through the crowd towards the *Griffiths*. But we did not make much of it. We heard the cheering which greeted some of the better-known bicyclist champions, and caught glimpses, now and then, of the caps and faces of some of the riders as they went careering by. But so far as seeing the start was concerned, the meet was an irritating and mismanaged affair. Luckily, however, there was more to come. Programmes and "correct cards," which were hawked about as profusely as at Epsom, told us that the procession would make a circuit through Hampton along the

Teddington Road, past the Clarence Arms, into the Kingston end of the Bushy Park, and so up the whole length of the Chestnut Avenue back to the starting point. This circuit is about seven miles, and would take, we calculated, somewhat more than half an hour in the performance. All we had to do, therefore, was to wait patiently, and admire the chestnuts, or as many of the visitors as were admirable. It was a full hour, however, ere the *cortège* returned; but when it came, the sight proved well worth waiting for. The procession travelled at the rate of about eight miles an hour. First came, two and two, about eleven hundred members of various Bicycle Clubs in their respective uniforms, blue, grey, brown, fawn-colour, or chocolate, each club headed by its captain and prisoner wearing their decorations. The *Pickwick*, as the oldest club, led the procession; but the strongest muster was shown by the *Temple*, which counts 160 members, with 210. The *Pickwick* and *Stanley* were in dark blue, the *North London* in grey, and the *Temple* (the prettiest uniform of the whole) in bright brown. Behind the regular troopers came the bashi-bazouks of the bicycle, four or five hundred in number, in pairs like their fore-runners, but in whatever costume their means permitted or fancy dictated. I confess that individually the bicyclists were not so splendid in appearance as the cavalry of the Household Brigade, but there was a certain grandeur about the sight as a whole nevertheless. In the first place the length of the cavalcade struck the imagination. The Chestnut Avenue is, as you know, exactly a mile long. But, though the pairs of bicyclists followed closely on each other's heels (so to say) the head of the column had passed out of one end of the avenue long before the rear couples had entered at the other. Then, the fresh evidence which the exhibition gave of the exuberant physical energy of our British youngsters was pleasant. People rather sner at bicycling; but though I should not dream of comparing it as a manly exercise to hunting or deer-stalking, I do not see in what respect it is more despicable than cricket or aquatics. I don't know whether men take to the bicycle because they have got good legs, or whether it is bicycling that makes a man's legs strong and shapely, but it was very observable what strapping, well-made fellows, especially as to their nether limbs, most of these youngsters were. If the question indeed be of feats of strength, skill and endurance, I think few in any field of exertion can much excel Cann's, in the late Horse vs Bicycle match, who rode upwards of 100 miles on each of six successive days (910 miles in 6 days). The Hon. E. Keith-Falconer has ridden on several occasions—17 miles within the hour on his bicycle. Nor is bicycling useless as a rapid and economical mode of travelling. Merely to take the instance of this Hampton Court meet—most of these 1,600 bicyclists had ridden down from London 16 miles on their bicycles, had then made their triumphant procession of seven miles and would finally ride in the same way the 18 miles back again,—total, 40 miles, done at nearly half road pace and without cost or at very much less than railroad money.

As we were driving back to Shepperton, where I was going to spend the Saturday and Sunday nights one of the girls told me a story which I thought amusing. They had had an engaged young lady staying with them lately for a few days; and that young lady had just returned from the Paris Exhibition, and had brought back with her one of the new esclavage bracelets, which are all the fashion in France now. These bracelets or rather armlets are a sort of gold bangle worn above the elbow, and so exactly fitted to the arm that they will not slip over the joint. The essence of the matter, however, and the circumstance from which these armlets derive their name, is that they are riveted or soldered *while on the lady's arm*—a delicate operation in more senses than one. In the first place, with a very little clumsiness on the goldsmith's part, the little arm might be seriously soiled; and in the second, for a lady to allow, at the instance of a gentleman, such an irremovable badge of servitude to be fastened on her, is a confession of prostrate subjection which few would be meek enough to make. The girl in question nevertheless had made it, and, strange to say, seemed proud of her slavery. She was particularly urgent in impressing on her Shepperton friends how very tightly the armlet fitted, and how utterly impossible it would be, except by filing, to get it off. One night the whole party were dining over the water at Walton, and the fair *fiancée* was talking about her esclavage in the above sense, saying that, however inconvenient that armlet in some respects might be, it was an inconvenience which had now to be borne since it was hopeless trying to shuffe the bangle off. "Let my dear not at all," interrupted her cruel hostess. "Don't you know how to do it? Why, it is the simplest thing in the world." And, sure enough, therein a moment the horrid woman had it off in her hand. It seems that a slight roughness is allowed to remain, as an indication, in the inside of the bracelet where the soldering has been effected. All you have to do is to put the thumb on the outside of the circle at that place, and the middle finger at the point diametrically opposite; then compress the circle slightly, and it opens with a spring. My informant said it was quite distressing to see the mortification of the poor little *fiancée* at finding she was not so irrevocably the prisoner of love as she had hoped. It seemed to affect her like an ill omen. "I could have smacked Mr. —," said the good-hearted girl who was telling the story, "for her fussy exultation."

A TELEGRAM from Egypt to the *Times* of India, published in Bombay on the 8th June, states that it is reported in London, that in the event of an additional body of 30,000 native troops being brought from India, which seems to have been contemplated, a camp for their temporary reception will be formed at Gibraltar.

Mr. J. Roberts, jun., the champion billiard player, and Mr. F. Shorter, who is also noted for the cleverness with which he handles the cue, give their first performance at the School of Arts to-morrow evening. From a notice in the *Sydney Morning Herald* concerning Mr. Roberts and his movements we learn that since he was in Sydney in 1876, he has travelled from Australia to India, where he played at the clubs in the presence of most distinguished patrons. On his return to England he wrested the championship from his great rival, Cook, to whom it had lapsed in Roberts' absence. He then took a starting tour in the English provinces and in Ireland. Without much delay, he started for India, where he was received with much distinction by the native princes at whose courts he gave exhibitions.

One of these oriental magnates was so much delighted with the skill of the champion that he conferred upon him a special dignity by appointing Mr. Roberts his "Court Billiard Player," and afterwards presented him with a handsome and valuable gold cup and silver. Mr. Roberts had previously visited Decca, where he received from the Nawab of Bhopal a shawl. He also played at Meerut, Umballa, Lahore, and Hyderabad, at which latter place he exhibited his skill before Sir Salar Jung. From India Mr. Roberts came to Australia, accompanied by Mr. Shorter, a player second to none but the champion and ex-champion. Mr. Shorter highly distinguished himself last year in London by his victory in the great American Tournament, the contestants then being all the best players in the kingdom. To lovers of the game, its attractions are much enhanced by the fact that two first-class players come into competition, instead of there being but an amateur to meet the champion.

Quotations.

HONGKONG, July 23, 1878.
OPIMUM.—New Patna, cash, \$597 1/2 a 600
" Old Patna, credit, None
" New Benares, cash, 570 a 672 1/2
" Old Benares, cash, None
" New Malwa, cash, 802 1/2
" Allowance Tael, 13 a 16
" Old Malwa, cash, —
" Allowance Tael, —

Exchange.

Bank, on demand, ... 3/4
" 30 days' sight, ... 3/4
" 6 months' sight, ... 3/10
Credit, ... 3/10
Documentary, 6 months' sight, ... 3/10
Bombay, demand Rupees, ... 225 1/2
Calcutta, ... 225 1/2
Shanghai, demand, ... 72 1/2
" 30 days, ... 73
Bar Silver, 17, dwt. B., ... 109 1/2
Yocco, ... 8 1/2
Mexican, ... 1 p. p. pu.
Gold Leaf, ... 26 30
English Sovereign, ... 5.19
Australian Sovereign, ... 5.15
Discount, ... 8 to 9 %

Shares.

Hongkong Bank, 72 1/2 prem.
Union Ins. Society of Canton, \$1,850
China Traders' Ins. Co., \$1,400
Yangtze Ins. Assoc., Tls. 655 ex div.
Chinese Insurance Co., \$290
North China Ins. Co., Tls. 1,050
U.K. Fire Ins. Co., \$800
China Fire Ins. Co., \$220
K. & W. Dock Co., 15 % prem.
S. & M. S. Dock, \$2 prem.
Shanghai Steam Navigation, Tls. 21
Hongkong Gas Co., \$90
Hongkong Hotel Co., \$58
China Sugar Refining Co., 33 % prem.
Chinese Imperial Loan \$103.10,
Do, of 1877, \$107.

Temperatures.

(Taken at Messrs Falconer & Co.'s Premises
Queen's Road.)
HONGKONG, July 23, 1878.
BAROMETRE—9 A.M. ... 30.018
Do, 1 P.M. ... 29.968
Do, 4 P.M. ... 29.930
THERMOMETER—9 A.M. ... 84
Do, 1 P.M. ... 88
Do, 4 P.M. ... 87
Do, (Wet bulb) 9 A.M. ... 79
Do, Do, 1 P.M. ... 80
Do, Do, 4 P.M. ... 80
Do, Maximum ... 88
Do, Minimum over night ... 82

Shipping Intelligence.
The following is corrected from the latest
London and Colonial Papers, &c.:—
VESSELS TO ARRIVE
AT HONGKONG.

When left.	Name.	From.
Nov.	3, Elizabeth Shields, Hamburg	
Dec.	1, Glenaber, Flushing	
25, G. B. S.	Flushing	
Jan.	27, Earl of Devon, Antwerp	
Feb.	7, Nourmahal, London	
22, Kivrotok, Penarth		
Mar.	3, Prince Amadeo, Cardiff	
9, Mabel Clark, Liverpool		
12, Penarth, London		
14, Bertie Bigelow, Flushing		
12, Landseer, Liverpool		
19, Alice D. Cooper, Penarth		
20, S. Vaughan, Cardiff		
28, Oracle, Liverpool		
29, Manilla II., Cuxhaven		
30, Bristolian (s.), Antwerp		
Apr.	6, Maritime Union, Cardiff	
6, Bonafactor, New York		
11, Hamburg, Hamburg		
16, Lizzie Parry, Antwerp		
10, Dartmouth, London		
16, Lavinia, Penarth		
22, Rodie, Cardiff		
23, Katie Welt, Liverpool		
May	1, Ada Melmore, London	
2, Melrose, Liverpool		
2, Cosmo, Penarth		
5, Imperatrice Elizabeth, Liverpool		
6, Strathmore, Cardiff		
6, Challenge, Cardiff		
6, Southern Cross, Penarth		
9, Napier, Cardiff		
12, Don Quixote, Penarth		
14, Verona, New York		
17, Lord Macaulay, Hamburg		
18, Niagara, Cuxhaven		
22, Merionethshire (s.), London		
25, Northern (s.), Hamburg		
26, Gaulan, London		
June	1, Marina, London	

To Let.

TO LET.
THE DWELLING HOUSE No. 6,
Monroe Terrace,
THREE OFFICES, in Club Chambers,
The BUNGALOW, No. 24, Gage Street.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 13, 1878.

To Let.

TO LET.
IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East—
HOUSE No. 2, Praya East. The base-
ment, together with first
Floor, or separate if de-
sired, with possession on
the 1st July.
HOUSE No. 3, Praya East. The whole
House or in Flats, with
possession on the 1st of
August.

As also,

The DWELLING House to the Eastward
of Flar at Wanchai. May be had as an
entire Dwelling or in Apartments of two
or three Rooms to suit convenience, with
immediate possession. Fine spacious Ver-
andah looking on to Harbour.

To Let.

FIRST CLASS GRANITE GODOWNS
attached to Blue Houses at Wanchai,
MARINE LOT 65.
For particulars, apply to
MEYER & Co.
Hongkong, June 21, 1878.

To Let.

HOUSE No. 9, Queen's Road Central,
with Godowns attached.
Houses No. 2, and 3, Seymour Terrace.
DAVID SASSON, SONS & Co.
Hongkong, January 4, 1878.

Mails.

Steam for

**Singapore, Penang, Point de Galle,
Aden, Suva, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London direct.**
Also,
**Bombay, Madras, Calcutta, and
Australia.**

**THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamers**
ZAMBESI, Captain A. SYMONS, will
leave this on SATURDAY, the 27th July,
at Noon.
For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, July 16, 1878. j27

Notice.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.

Steam for

**SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUVA, ISMADIA, PORT
SAID, NAPLES, AND
MARSEILLES;**
Also,
**BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.**

**ON SATURDAY, the 3rd August,
1878, at Noon, the Company's S. S.
ANADYR, Commandant MOREAU,
with MALES, PASSENGERS, SPORE,
and CARGO, will leave this Port for
the above places.**
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 2nd August, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office).
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. de POUEY,

**Occidental & Oriental Steam-
Ship Company.**

**TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,**
IN CONNECTION WITH THE
CENTRAL

**UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES.**

Atlantic Steamers.

**THE S. S. "OCEANIC" will be de-
parted for San Francisco via Yokoh-
ama, on TUESDAY, the 6th August, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 6th August. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day: all Parcel Packages
should be marked to address in full; value
of same is required.
A Reduction is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 31, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, July 17, 1878.**

Notices of Firms.

NOTICE.
THE Interest and Responsibility of Mr
EDWARD CUNNINGHAM in our
Firm in Hongkong and China, ceased on
the 31st December last.

RUSSELL & Co.
China, March 8, 1878. a28

NOTICE.
THE Interest and Responsibility of Mr
ARTHUR CHART in our Firm
ceased on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878. del3

Intimations.
W. BALL,
CHINA DISPENSARY.

**IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.**

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1878.

Imperial Maritime Customs.

**CONTRACT FOR THE SUPPLY OF LIGHT-
HOUSE OIL.**

SEALED TENDERS will be received
at this Office till July 31st next, for
the supply of 5000 Gallons VEGETABLE
OIL, for use at the LIGHT-HOUSES in
the Southern Division of China, for the
Year 1878. Printed forms of Tender for
each of the 3 following kinds of Oil can be
had at this Office on application, viz:

1st TEA-NUT OIL
2nd PEANUT OIL
3rd RAPE-SEED OIL

The Oil to be perfectly pure and un-
mixed, of the best quality and color, and
quite free from all impurities and sedi-
ment, and is to be delivered at the Customs
Godowns at Amoy in the following quan-
tities, viz:

1000 Gallons on or before 1st November next,
1800 " " " 1st December "
2600 " " " 1st March, 1879.

The Oil as it is delivered will be measured
at the Custom House and 14 Imperial
gallons will be taken to weigh 1 pint, and
each Tender must be accompanied by a
sample in a clear glass bottle of not less
quantity than half a pint.

No Tender will be accepted on any other
forms than those issued from this Office.
The Covers to be headed "Tender for
Light-house Oil."

The Commissioner does not pledge him-
self to accept the lowest or any Tender.
R. B. MOOREHEAD,
Commissioner of Customs.

CUSTOM HOUSE,
Amoy, 15th June, 1878. aul

Insurance.

**LANCASHIRE INSURANCE
COMPANY.**

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

**QUEEN FIRE INSURANCE
COMPANY.**

THE Underigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

**THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.**

THE Underigned having been appointed
Agents in Hongkong for the above-
named Company, is prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of £10,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

J. Y. VERNON SHAW,
Hongkong, June 1, 1878.

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

JAS. B. COUGHRAN,
Secretary.

HONGKONG, November 1, 1871.

Insurance.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurance as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1878.

**MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.**

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurance at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

**SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.**

CAPITAL ONE MILLION DOLLARS.

Directors.
KWOK ACHONG, Merchant.
PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SENG YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West.
Hongkong, August 23, 1877. au23

**YANGTSE INSURANCE ASSO-
CIATION.**

CAPITAL—Fully Paid-up—Tls. 420,000
PERMANENT RESERVE—230,000
SPECIAL RESERVE FUND—104,000
**Total Capital and accumula-
tions date—Tls. 754,000**

Directors:
F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq. C. LUCAS, Esq.
C. KEESE, Esq. W. MEYER, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.

AGENCIES in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

**CHINESE INSURANCE COMPANY,
(LIMITED.)**

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & Co.,
General Agents.

HONGKONG, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

HONGKONG, October 27, 1874.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore, and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Country.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
STEAMERS.								
Adria	5	c Stewart	Brit.	str.	781	July 16	P. & O. S. N. Co.	
Albay	5	H. Ashton	Brit.	str.	366	July 21	Douglas Lapraik & Co.	Holhow. 25th inst.
Argentine	8	c Barnett	Brit.	str.	915	April 22	Meyer & Co.	For Sale
Borthe	2	c Langley	Brit.	str.	1421	June 18	Mayer & Co.	
Bombay	2		Brit.	str.	749	Feb. 12	Kwok Acheong	Laid up
Camoes	2		Brit.	str.	95	Oct. 2	Kwok Acheong	
Cassandra	4	c Langer	Ger.	str.	937	July 15	Wm. Pustan & Co.	
Charlton	5	c Johnson	Brit.	str.	738	July 17	Geo. R. Stevens & Co.	Saloon
City of Baltimore	6	c Collin	Brit.	str.	1433	July 20	Birley & Co.	Australian Ports
Fame	6	c Stapan	Brit.	str.	117		H. K. & W'poo Dock Co.	
Fitzpatrick	7	c Humphries	Brit.	str.	697	April 18	Geo Chong Hong	Tug Flying
Kienchow	2	c Goro	Dan.	str.	701	July 22	Kwok Acheong	K'loon Dock
Kjobenhavn	6	c Panchard	Brit.	str.	675	July 20	Douglas Lapraik & Co.	
Kwangtung	5	c Mculloch	Brit.	str.	1035	July 1	Melchers & Co.	Coast Ports 25th, noon
Lorne	5	c Eruiquis	Span.	str.	371	July 22	Russell & Co.	
Maotian	5	c Richardson	Brit.	str.	1079	June 30	Melchers & Co.	Manila To-day
Madras	2	c Yun Chun Yun	Anna.	str.		June 20		
Mayenne	3	c Morney	Brit.	str.	684	July 6	Hop Kee & Co.	Sapore and Penang 25th inst.
Mecca	3	c Walker	Brit.	str.	606	June 28	Kwok Acheong	
Norra	3	c McKeale	Brit.	str.	8700	July 20	O. & S. S. Co.	Y'hama & S. F. Calco 6th prox.
Oceanic	3	c Gil	Span.	str.	402	July 15	Remedios & Co.	Manila K'loon Dock
Paraguay	4	c Sargent	Brit.	str.	1014	July 22	K'wong Wing Shun	Sapore and Penang
Parque	5	c Elaye	Ger.	str.	731	July 22	Soey Shing	Saloon
Quarta	9	c Robert	Amer.	str.	48	July 18	W. H. Ray	
Sea Gull	5	c Young	Brit.	str.	408	July 19	Douglas Lapraik & Co.	Tamsui, etc. To-morrow
Talwan	5	c Pocock	Brit.	str.	378	July 4	Douglas Lapraik & Co.	
Thales	4	c Ashby	Brit.	str.	993	July 5	K'wong Wing Shun	Sapore and Penang 26th inst.
West Stanley	4	c Schultze	Brit.	str.	782	June 28	Siemssen & Co.	Shanghai K'loon Dock
Yangtze								
SAILING VESSELS.								
Albert-Russell	7	c Carver	Amer.	bgo.	762	July 15	Russell & Co.	
Alva	7	c Souza	Port.	sh.	681	July 16	Brandao & Co.	
Annie Lowry	4	c Gales	Brit.	bgo.	752	May 27	Vogel, Hagedorn & Co.	London
Anton Gunther	2	c Kuhn	Ger.	bgo.	440	July 14	Edward Schellhaus & Co.	Callao
Arctia	4	c Penery	Brit.	bgo.	947	April 24	Carlowitz & Co.	
Athens	3	c Findlay	Brit.	bgo.	605	July 15	Captain	
B. van Middelburg	3	c Blanker	Dutch	sh.	628	June 17	Siemssen & Co.	
O. L. Pearson	3	c Swahn	Amer.	3m. sh.	664	June 1	Vogel, Hagedorn & Co.	New York
Channel Queen	4	c Schneider	Brit.	bgo.	609	June 11	Edward Schellhaus & Co.	
Charlotte Andrews	3	c Plac	Brit.	bgo.	386	June 18	Rosario & Co.	Melbourne & Sydney Sands' Slip
Chang Wattana	2	c Ulrich	Slam.	sh.	565	July 22	Chinese	
Cooran	3	c Cronwell	Amer.	sch.	185	July 18	W. H. Ray	
Cresswell	3	c White	Brit.	bgo.	464	July 22	Wielor & Co.	
Dingo	7	c Staples	Amer.	bgo.	684	July 14	Butterfield & Swire	
Ema	2	c Asals	Brit.	bgo.	778	July 11	Kin-tye-long	
Fair Leader	1	c Morris	Brit.	bgo.	497	June 18	Russell & Co.	Yokohama
Fontenay	1	c Taylor	Brit.	sh.	635	July 22	Vogel, Hagedorn & Co.	Wanchai Pier
Frederick	2	c Kermod	Brit.	bgo.	809	May 30	Norton & Co.	
Friedrich	4	c Dai	Ger.	bgo.	694	May 28	Wm. Pustan & Co.	
Friedrich	3	c Hoyer	Ger.	3m. sh.	295	July 16	Wielor & Co.	Newchwang
Goliath	1	c Dentzau	Slam.	bgo.	542	July 11	Chinese	
Highlander	1	c Hutchinson	Amer.	sh.	1858	June 18	Captain	
Hiram Emery	7	c Wyman	Amer.	bgo.	709	July 12	Russell & Co.	
Hopful	7	c Doncaster	Brit.	sch.	215	June 18	Douglas Lapraik & Co.	
Jean Pierre	4	c Legasse	Pol.	bgo.	1470	July 15	Vogel, Hagedorn & Co.	Honolulu
Josephus	3	c Rogers	Amer.	sh.	1674	July 5	P. & O. S. N. Co.	San Francisco P. & O. Wharf
Julie	2	c Lannay	Pol.	bgo.	504	July 5	Carlowitz & Co.	
Katie Tatham	4	c Pitkethly	Brit.	bgo.	275	July 4	Birley & Co.	
Kenton	3	c Colvin	Brit.	bgo.	667	June 8	Vogel, Hagedorn & Co.	London
Kirkland	3	c Colledge	Brit.	bgo.	435	July 15	Wielor & Co.	
Lodora	2	c Jones	Brit.	sh.	860	June 19	Meyer & Co.	Swan's Islands
Lottie Moore	3	c Hudson	Amer.	bgo.	890	July 22	Arnold, Karberg & Co.	
Louis Eugene	3	c Menard	Pol.	bgo.	438	July 11	Carlowitz & Co.	
Madeline	2	c Patau	Pol.	bgo.	410	July 22	Vogel, Hagedorn & Co.	
Mangerton	3	c Thompson	Brit.	bgo.	330	July 15	Wielor & Co.	
Marquis of Argyll	5	c McKeon	Brit.	bgo.	500	June 26	Rosario & Co.	
Mario Louise	4	c Guiboux	Pol.	bgo.	684	July 13	Carlowitz & Co.	
Mary Blair	7	c Riddle	Brit.	bgo.	828	July 15	O. & S. S. Co.	
McNear	7	c Taylor	Amer.	sh.	1674	July 5	Butterfield & Swire	
Mercur	4	c Borgwardt	Ger.	bgo.	489	July 11	Wm. Pustan & Co.	
Moss Glen	4	c Bismar	Ger.	bgo.	457	July 17	Meyer & Co.	
Navesick	4	c Bismar	Ger.	bgo.	549	May 29	Landstein & Co.	London
Norport Court	4	c Shewan	Brit.	bgo.	794	May 24	Russell & Co.	San Francisco
Nyssa	3	c Garlick	Brit.	sh.	899	June 10	Turner & Co.	Cape Town
Ocean Racer	3	c Simpson	Brit.	3m. sh.	201	July 5	Vogel, Hagedorn & Co.	London
Ogar	3	c Windhorst	Ger.	bgo.	735	July 5	Turner & Co.	Poochow
Per Ardua	4	c Taggart	Brit.	bgo.	789	June 14	Meyer & Co.	
Phatun	1	c Scheel	Phu.	bgo.	576	July 12	Wielor & Co.	
Philip Fitzpatrick	3	c Phelan	Amer.	bgo.	582	July 14	Chinese	
Philippine	2	c Southwood	Brit.	bgo.	301	July 14	Captain	
Princess Saraphi	3	c Minchau	Slam.	bgo.	454	July 12	Carlowitz & Co.	
Queen of the Seas	1	c Harrison	Brit.	bgo.	442	July 12	Order	
Rifleman	4	c Blahop	Brit.	bgo.	718	June 3	Rosario & Co.	
San Francisco	3	c Lamcken	Ger.	sch.	264	June 16	Siemssen & Co.	
Sarah Bell	7	c Ditchburn	Brit.	bgo.	812	July 12	Arnold, Karberg & Co.	
Silas Fish	2	c Williams	Amer.	bgo.	702	July 12	Vogel, Hagedorn & Co.	
Sir Charles Napier	3	c French	Brit.	sh.	1161	May 27	Vogel, Hagedorn & Co.	San Francisco
Sir Harry Parkes	2	c Chapman	Brit.	sh.	816	May 22	Meyer & Co.	London
Sontag	3	c Simmons	Amer.	bgo.	1094	June 21	Meyer & Co.	
Sumatra	3	c Clough	Amer.	sh.	1090	Sept. 5	Russell & Co.	
Summer M. Road	4	c Dixon	Amer.	sh.	1117	July 15	Insurance Company	
Ta Hong Kong	1	c Buttmann	Slam.	sh.	636	July 6	Yuen Fat Hong	
Taodora	4	c Lopez	Span.	bgo.	627	July 14	Russell & Co.	
The Frederick	1	c Koop	Brit.	bgo.	812	July 2	Order	
The Tweed	7	c Elze	Brit.	sh.	1765	July 15	Gibbs, Livingston & Co.	Victoria (V.L.)
Tokates	4	c Harrison	Brit.	bgo.	905	June 2	Rosario & Co.	1st prox.
Tyburnia	4	c Golder	Brit.	bgo.	948	June 10	Olyphant & Co.	
Wm. H. Delitz	3	c Endicott	Amer.	3m. sh.	487	June 4	Vogel, Hagedorn & Co.	San Francisco
WHAMPOA.								
Choclos			Brit.	bgo.	284	July 20	Chinese	
Condor			Ger.	bgo.	241	June 29	Wielor & Co.	Tientsin
Juliana			Ger.	3m. sh.	187	July 17	Wm. Pustan & Co.	
Peyuna			Bel.	str.	3800	May 4	Olyphant & Co.	Honolulu & Callao
Tartar			Ger.	bg.	256	July 20	Melchers & Co.	
CANTON.								
China			Ger.	str.	648	July 21	Siemssen & Co.	Shanghai.
MACAO.								
John Smith			Ger.	bgo.	440		Wielor & Co.	
Yesta			Ger.	bgo.	602		Melchers & Co.	